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## 6.0 PROJECT ALTERNATIVES

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## **6.1 INTRODUCTION**

CEQA Guidelines Section 15126.6(a) states that an environmental impact report shall describe and analyze a range of reasonable alternatives to a project. These alternatives should feasibly attain most of the basic objectives of the project, while avoiding or substantially lessening one or more of the significant environmental impacts of the project. An EIR need not consider every conceivable alternative to a project, nor is it required to consider alternatives that are infeasible. The discussion of alternatives shall focus on those which are capable of avoiding or substantially lessening any significant effects of the project, even if they impede the attainment of the project objectives to some degree or would be more costly [CEQA Guidelines Section 15126.6(b)]. In addition to provisions under CEQA, Section 18.20.030 of the Placer County Environmental Review Ordinance includes additional requirements associated with alternatives analysis, including consideration of alternative sites.

As described in Section 3.0 (Project Description), this EIR evaluates the environmental effects of the Proposed Land Use Diagram along with the environmental effects of the Existing Martis Valley General Plan Land Use Map, Alternative 1 Land Use Map and Alternative 2 Land Use Map. **Table 6.0-1** provides a comparison of the environmental benefits and detriments of the Proposed Land Use Diagram in comparison the three alternative land use maps.

In addition to these land use alternatives and in accordance with the provisions of CEQA Guidelines Section 15126.6, the following additional alternatives are evaluated at a qualitative level of detail:

- No Project Alternative
- Clustered Land Use Alternative
- Reduced Intensity Alternative

## **6.2 ALTERNATIVES CONSIDERED BUT NOT SELECTED FOR ANALYSIS**

### **OFF-SITE ALTERNATIVE**

Given the nature of the project (update of the 1975 Martis Valley General Plan) and the proposed land use goals of the Martis Valley Community Plan Update, an off-site alternative is considered infeasible.

### **TRANSFERRING OF DEVELOPMENT RIGHTS ALTERNATIVE**

Another alternative that has been suggested consists of transferring development rights from the Plan area to the Town of Truckee in order to protect habitat and open space areas. Currently, the Town of Truckee and Placer County do not have an established program for transferring development rights between the jurisdictions. Transferring of development rights from the Plan area would be inconsistent with the general direction given by the Placer County Board of Supervisors regarding the Martis Valley Community Plan Update and would also not be consistent with the land use goals set forth in Section 2 (Land Use) of the proposed Martis Valley Community Plan associated with the general intent of the Plan. Given the legal infeasibility of this potential alternative and its inconsistency with the basic intent of the project and the basic land use goals of the proposed Community Plan, transferring of development rights to the Town of Truckee was not considered in the alternatives analysis.

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### ALTERNATIVE POLICIES AND PROGRAMS

This alternative option was suggested as part of comments on the NOP. The environmental impact analysis provided in Section 4.0 already proposes several mitigation measures that would result in modification and/or refinement of proposed Community Plan policies and implementation programs for a range of land use map options (Proposed Land Use Diagram, Existing Martis Valley General Plan Land Use Map, Alternative 1 Land Use Map and Alternative 2 Land Use Map). Given that this analysis is already provided as part of the environmental impact assessment, a separate alternative was not considered in this section.

### 6.3 NO PROJECT ALTERNATIVE

#### CHARACTERISTICS

Under this alternative, the Proposed Land Use Diagram would not be adopted and the 1975 Martis Valley General Plan policy document and land use map (see **Figure 3.0-6**) would remain in effect for the Plan area. Based on County estimates, future development under the Existing Martis Valley General Plan Land Use Map would have 11,668 dwelling units (4,064 single-family and 7,604 multi-family dwelling units), 1,681,000 square feet of commercial/office land uses, and 130 acres of Recreation land use at buildout. This analysis of the No Project Alternative is consistent with the requirements of CEQA Guidelines 15126.6(e)(3)(A), which specifically identify that when the project under evaluation is the revision of an existing land use or regulatory plan, that the “no project” alternative will be the continuation of the existing plan.

#### COMPARATIVE IMPACTS

As described under each environmental issue area, the No Project Alternative would result in the same impacts as the Alternative AA (Existing Martis Valley General Plan Land Use Map), with the exception that the proposed Community Plan policies and implementation programs that provide mitigation for some environmental effects would not be in place.

#### Land Use

As described in Section 4.1 (Land Use), subsequent development under the 1975 Martis Valley General Plan could result in conflicts with the Truckee-Tahoe Airport operations as well as with Federal Aviation Regulations (FAR) Part 77 and the Tahoe Truckee Airport Comprehensive Land Use Plan similar to the Proposed Land Use Diagram. However, the 1975 Martis Valley General Plan does not include any policies associated with considering land use restrictions associated with the airport, while the proposed Community Plan does include some policies regarding coordination with the airport. This alternative would also result in similar timberland conflict and conversion impacts as the Proposed Land Use Diagram.

#### Population, Housing and Employment

Implementation of the No Project Alternative would result in more development and housing than the Proposed Land Use Diagram, but would still be within the County's holding capacity estimates for the Plan area. This alternative would also result in similar affordable and employee housing impacts as the Proposed Land Use Diagram, though its jobs-housing ratio would be lower (2.25 versus 2.56).

Table 6.0-1  
Environmental Impact Comparison between the Proposed Land Use Diagram and Alternatives AA, AB, and AC

Impacts	PP	AA		AB		AC	
	Significance	Significance	Comparison to Project	Significance	Comparison to Project	Significance	Comparison to Project
Impact 4.1.1 Consistency with Relevant Land Use Planning Documents	SUM	SUM	=	SUM	=	SUM	=
Impact 4.1.2 Land Use Conflicts	SU	SU	=	SU	<	SU	<
Impact 4.1.3 Loss of Forest and Timber Lands	SU	SU	=	SU	<	SU	<
Impact 4.1.4 Consistency with Relevant Planning Documents	LTS	LTS	=	LTS	=	LTS	=
Impact 4.1.5 Cumulative Land Use Conflicts	SU	SU	=	SU	<	SU	<
Impact 4.1.6 Cumulative Loss of Timber/Forest Resources	SU	SU	=	SU	<	SU	<
Impact 4.2.1 Holding Capacity	LTS	LTS	=	LTS	=	LTS	=
Impact 4.2.2 Housing	SUM	SUM	=	SUM	=	SUM	=
Impact 4.2.3 Cumulative Housing Impacts	CSUM	CSUM	=	CSUM	=	CSUM	=
Impact 4.3.1 Abandoned Mines and Tailings	SUM	SUM	>	SUM	<	SUM	<
Impact 4.3.2 Hazardous Materials Contamination	SUM	SUM	=	SUM	=	SUM	=
Impact 4.3.3 Airport Operations	SUM	SUM	=	SUM	=	SUM	=
Impact 4.3.4 Radon Exposure	LTS	LTS	=	LTS	=	LTS	=
Impact 4.3.5 Cumulative Hazard Impacts	LTS	LTS	=	LTS	=	LTS	=
Impact 4.4.1 Potential to Exceed an Established LOS Standard	SU	SU	>	SU	>	SU	<
Impact 4.4.2 Traffic Impacts to Local Residential Roadways	SUM	SUM	>	SUM	>	SUM	<
Impact 4.4.3 Potential Hazards Because of Design	LTS	LTS	=	LTS	=	LTS	=
Impact 4.4.4 Inadequate Parking Capacity	LTS	LTS	=	LTS	=	LTS	=
Impact 4.4.5 Conflicts with Transit	LTS	LTS	=	LTS	=	LTS	=
Impact 4.4.6 Conflicts with Pedestrian and Bicycle Uses	LTS	LTS	=	LTS	=	LTS	=
Impact 4.4.7 Cumulative Impacts to Area Intersections & Roads	CSU	CSU	>	CSU	>	CSU	<
Impact 4.4.8 Cumulative Impacts to Regional Highway Facilities	CSU	CSU	>	CSU	>	CSU	<
Impact 4.4.9 Cumulative Roadway Hazards	LTS	LTS	=	LTS	=	LTS	=
Impact 4.4.10 Cumulative Conflicts with Transit, Ped and Bike	LTS	LTS	=	LTS	=	LTS	=
Impact 4.5.1 Construction Noise Impacts	SU	SU	=	SU	=	SU	=
Impact 4.5.2 Transportation Noise Impacts	SU	SU	>	SU	>	SU	<
Impact 4.5.3 Future Stationary Noise Impacts	LTS	LTS	=	LTS	=	LTS	=
Impact 4.5.4 Truckee-Tahoe Airport Noise Impacts	SUM	SUM	=	SUM	=	SUM	=
Impact 4.5.5 Cumulative Traffic Noise Impacts	CSU	CSU	>	CSU	>	CSU	<
Impact 4.6.1 Construction Air Quality Impacts	SU	SU	>	SU	<	SU	<
Impact 4.6.2 Local Carbon Monoxide Concentration Impacts	LTS	LTS	>	LTS	>	LTS	>
Impact 4.6.3 Regional Ozone Precursor Emissions	SU	SU	>	SU	>	SU	>
Impact 4.6.4 Regional PM10 Emissions	SU	SU	>	SU	>	SU	>
Impact 4.6.5 Cumulative Air Quality Impacts	CSU	CSU	>	CSU	>	CSU	>
Impact 4.7.1 Construction Water Quality Impacts	SUM	SUM	>	SUM	<	SUM	<
Impact 4.7.2 Operational Surface Water Quality Impacts	SUM	SUM	>	SUM	<	SUM	<
Impact 4.7.3 Groundwater Quality Impacts	SUM	SUM	=	SUM	=	SUM	=
Impact 4.7.4 Groundwater Recharge Area Impacts	LTS	LTS	>	LTS	<	LTS	<
Impact 4.7.5 Increased Groundwater Usage Impacts	SUM	SUM	>	SUM	>	SUM	<
Impact 4.7.6 Flood Hazard Impacts	LTS	LTS	>	LTS	<	LTS	<
Impact 4.7.7 Cumulative Water Quality Impacts	CSUM	CSUM	>	CSUM	<	CSUM	<
Impact 4.7.8 Cumulative Groundwater Recharge Area Impacts	LTS	LTS	>	LTS	<	LTS	<
Impact 4.7.9 Cumulative Groundwater Usage Impacts	CSUM	CSUM	>	CSUM	>	CSUM	<
Impact 4.7.10 Cumulative Flood Hazards	LTS	LTS	>	LTS	<	LTS	<
Impact 4.8.1 Geologic Stability and Suitability	LTS	LTS	=	LTS	=	LTS	=
Impact 4.8.2 Seismic Hazards	SUM	SUM	=	SUM	=	SUM	=
Impact 4.8.3 Soil Erosion	SUM	SUM	>	SUM	<	SUM	<
Impact 4.8.4 Avalanche Hazards	SUM	SUM	>	SUM	<	SUM	<
Impact 4.8.5 Cumulative Geologic Impacts	LTS	LTS	=	LTS	=	LTS	=
Impact 4.9.1 Disturbance to Community Plant Communities	LTS	LTS	>	LTS	<	LTS	<
Impact 4.9.2 Disturbance to Community Wildlife	LTS	LTS	=	LTS	=	LTS	=
Impact 4.9.3 Potential Disturbance to Special-Status Plant	SUM	SUM	>	SUM	<	SUM	<
Impact 4.9.4 Mountain Yellow-Legged Frog	SUM	SUM	=	SUM	=	SUM	=
Impact 4.9.5 Lahontan Cutthroat Trout	SUM	SUM	=	SUM	=	SUM	=
Impact 4.9.6 Nesting Raptors and Other Migratory Birds	SUM	SUM	>	SUM	<	SUM	<
Impact 4.9.7 Potential Disturbance to Special-Status Bats	SUM	SUM	>	SUM	<	SUM	<
Impact 4.9.8 Special-Status Mammals	SUM	SUM	>	SUM	<	SUM	<
Impact 4.9.9 Disturbance to Riparian Habitat	LTS	LTS	=	LTS	=	LTS	=
Impact 4.9.10 Loss of Wetland Areas	LTS	LTS	=	LTS	=	LTS	=
Impact 4.9.11 Disturbance to Wildlife Movement	SUM	SUM	=	SUM	=	SUM	=
Impact 4.9.12 Cumulative Biological Resource Impacts	CSU	CSU	>	CSU	<	CSU	<
Impact 4.10.1 Impacts to Prehistoric and Historic Resources	SUM	SUM	>	SUM	<	SUM	<
Impact 4.10.2 Paleontological Resource Impacts	SUM	SUM	>	SUM	<	SUM	<
Impact 4.10.3 Cumulative Prehistoric and Historic Resources	CSUM	CSUM	>	CSUM	<	CSUM	<
Impact 4.10.4 Cumulative Paleontological Resource Impacts	CSUM	CSUM	>	CSUM	<	CSUM	<
Impact 4.11.1.1 Fire Protection and Emergency Medical Services	SUM	SUM	>	SUM	>	SUM	<
Impact 4.11.1.2 Wildland Fire Hazards	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.1.3 Cumulative Fire Protection	CSUM	CSUM	>	CSUM	>	CSUM	<
Impact 4.11.1.4 Cumulative Wildland Fire Hazard	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.2.1 Law Enforcement Services	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.2.2 Cumulative Law Enforcement Services	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.3.1 Impacts on School Services	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.3.2 Cumulative Impacts on School Services	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.4.1 Water Facilities and Distribution Systems	SUM	SUM	>	SUM	>	SUM	<
Impact 4.11.4.2 Cumulative Water Facilities and Distribution	CSUM	CSUM	>	CSUM	>	CSUM	<
Impact 4.11.5.1 Wastewater Service	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.5.2 Cumulative Wastewater Service	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.6.1 Solid Waste Disposal	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.6.2 Cumulative Solid Waste Disposal	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.7.1 Availability of Electrical Energy	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.7.2 Increased Demand for Natural Gas	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.7.3 Extension of Utilities	SUM	SUM	>	SUM	>	SUM	<
Impact 4.11.7.4 Cumulative Availability of Electrical Energy	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.7.5 Cumulative Demand for Natural Gas	LTS	LTS	>	LTS	>	LTS	<
Impact 4.11.8.1 Park and Recreation	SUM	SUM	>	SUM	>	SUM	<
Impact 4.11.8.2 Cumulative Park and Recreation Impacts	CSUM	CSUM	>	CSUM	>	CSUM	<
Impact 4.11.9.1 Road Maintenance and Snow Removal	LTS	LTS	=	LTS	=	LTS	=
Impact 4.11.9.2 Cumulative Road Maintenance and Snow Removal	LTS	LTS	=	LTS	=	LTS	=
Impact 4.12.1 Alterations of Views from Highways	LTS	LTS	=	LTS	=	LTS	=
Impact 4.12.2 Alteration of Public and Private Views	SU	SU	>	SU	<	SU	<
Impact 4.12.3 Daytime Glare	SUM	SUM	=	SUM	=	SUM	=
Impact 4.12.4 Increased Nighttime Lighting	SU	SU	>	SU	>	SU	<
Impact 4.12.5 Cumulative Visual Impacts	CSU	CSU	>	CSU	<	CSU	<

LTS = Less than Significant  
SUM = Significant Unless Mitigated  
SU = Significant and Unavoidable  
CSU = Cumulative Significant Unavoidable  
CSUM = Cumulative Significant Unless Mitigated

< - Alternative Impact is better than the Proposed Land Use Diagram  
> - Alternative Impact is worse than the Proposed Land Use Diagram  
= - Alternative Impact is equivalent to the Proposed Land Use Diagram

### **Human Health/Risk of Upset**

As described in Section 4.3 (Human Health/Risk of Upset), subsequent development under the 1975 Martis Valley General Plan could result in similar potential human health hazards as the Proposed Land Use Diagram associated with abandoned mine sites, use of hazardous materials conflicts with the Truckee-Tahoe Airport operations. However, the 1975 Martis Valley General Plan does not include any policies associated with considering land use restrictions associated with the airport, while the proposed Community Plan does include some policies regarding coordination with the airport.

### **Transportation and Circulation**

As identified in Section 4.4 (Transportation and Circulation), subsequent development under the 1975 Martis Valley General Plan would result in the same level of service impacts in Placer County and the Town of Truckee as the Proposed Land Use Diagram. However, this alternative would generate 20.1 percent more traffic during the peak hour and 18.2 percent more traffic over the average daily traffic volumes than the Proposed Land Use Diagram. The 1975 Martis Valley General Plan also does not include any detailed policies associated with transit, bicycle and pedestrian use, and maintenance of local residential roadways.

### **Noise**

As shown in **Appendix 4.6**, the No Project Alternative (Existing Martis Valley General Plan Land Use Map) would result in traffic noise levels higher than what is anticipated under the Proposed Land Use Diagram along Brockway Road, SR 267, SR 28 and Schaffer Mill Road under year 2021 conditions. The noise level increase over anticipated noise levels under the Proposed Land Use Diagram would range from one to two dB. This alternative would result in similar noise impacts associated with future stationary noise sources, construction noise and airport operation noise. However, the 1975 Martis Valley General Plan does not include any specific noise policies, while the proposed Community Plan includes several policies regarding transportation and non-transportation noise issues.

### **Air Quality**

As described in Section 4.6, the No Project Alternative (Existing Martis Valley General Plan Land Use Map) would result in 26 to 31 percent higher pollution emissions than the Proposed Land Use Diagram. This alternative would result in similar air quality impacts associated with construction, regional emissions, and carbon monoxide issues. Since construction could still occur under the No Project Alternative, there would be project-related traffic emissions, and related adverse changes to air quality. However, the 1975 Martis Valley General Plan does not include any specific air quality policies, while the proposed Community Plan includes several policies that address minimizing air pollutant emissions from development.

### **Hydrology and Water Quality**

The No Project Alternative would result in similar impacts associated with surface water quality (construction and operational impacts), groundwater quality, groundwater recharge, groundwater resources and supply (though this alternative would result in more water demand than the Proposed Land Use Diagram) and flooding as the Proposed Land Use Diagram. However, this alternative would involve more land disturbance than the Proposed Land Use Diagram, which would result in increased surface water quality and flooding impacts.

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### **Geology and Soils**

The No Project Alternative would result in similar impacts associated with geologic stability, seismic hazards, soil erosion and avalanche hazards. However, this alternative would involve more land disturbance and development than the Proposed Land Use Diagram, which would result in increased soil erosion impact potential as well as exposing more future land uses to avalanche hazards.

### **Biological Resources**

The No Project Alternative would result in similar impacts associated with special-status plant species loss, mountain yellow-legged frog, Lahontan cutthroat trout, nesting special-status bird species, raptors, and other migratory birds, special-status bat roosting habitat, special-status mammal species, loss of riparian habitat areas, loss of wetland areas, and conflicts with wildlife movement corridors. However, as shown in **Figures 4.9-6 and 4.9-7**, the No Project Alternative (Existing Martis Valley General Plan Land Use Map) would result in more disturbance and loss of vegetation communities than the Proposed Land Use Diagram. While the 1975 Martis Valley General Plan does include biological resource policies, the proposed Community Plan includes several specific policies to minimize impacts on sensitive species and habitats as well as ensure no net loss of riparian habitat and wetland areas.

### **Cultural and Paleontological Resources**

The No Project Alternative would result in similar impacts associated with the potential loss and disturbance of prehistoric, historic and paleontological resources as the Proposed Land Use Diagram. However, this alternative would involve more land disturbance and development than the Proposed Land Use Diagram, which would result in increased potential to impact these resources.

### **Public Services**

The No Project Alternative would result in similar impacts associated with fire protection, law enforcement, public schools, water service, wastewater service, solid waste, electrical/natural gas/telephone services, parks and recreation, and roadway maintenance and snow removal as the Proposed Land Use Diagram. However, as noted in Section 4.11 (Public Services), this alternative would have an increased demand for these services given that the amount of development under the No Project Alternative is greater than the Proposed Land Use Diagram.

### **Visual Resources/Light and Glare**

The No Project Alternative would result in similar impacts associated with alteration of the visual characteristics of the Plan area, daytime glare and nighttime lighting impacts. However, this alternative would involve more land disturbance and development than the Proposed Land Use Diagram, which would result in increased visual effects. While the 1975 Martis Valley General Plan does include visual resource policies, the proposed Community Plan includes several specific policies to minimize visual and lighting impacts as well as includes design guidelines for specific portions of the Plan area.

## 6.4 CLUSTERED LAND USE ALTERNATIVE

### CHARACTERISTICS

Under this alternative, a majority of future residential development would be clustered in the following manner and on the following sites in order to minimize land disturbance (see **Figure 6.0-1**):

<b>Eaglewood site:</b>	475 residential units on 175 acres
<b>Hopkins Ranch site:</b>	80 residential units on 16 acres
<b>Northstar-at-Tahoe:</b>	1,700 residential units on 170 acres
<b>Siller Ranch site:</b>	800 residential units on 80 acres
<b>Waddle Ranch site:</b>	1,200 residential units on 120 acres

The remaining land areas on the above sites would be designated as open space. This alternative would also include:

- 17,789 acres designated Forest (which would yield 205 residential units);
- 29 acres designated General Commercial;
- 29 acres designated Public/Quasi Public;
- 12 acres designated Professional Office;
- 100 acres designated Tourist Commercial; 509 acres designated Water; and,
- 3,730 acres designated Open Space (outside of the designated cluster sites).

The Clustered Land Use Alternative would have holding capacity of 6,870 residential units (including approximately 2,410 existing residential units designated Low Density Residential). This alternative would utilize the proposed Community Plan policies, implementation programs and design guidelines as they are currently proposed.

### COMPARATIVE IMPACTS

#### Land Use

Implementation of the Clustered Land Use Alternative could result in conflicts with the Truckee-Tahoe Airport operations as well as with Federal Aviation Regulations (FAR) Part 77 and the Tahoe Truckee Airport Comprehensive Land Use Plan similar to the Proposed Land Use Diagram. This alternative would also result in reduced timberland conflict and conversion impacts as compared to the Proposed Land Use Diagram.

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### **Population, Housing and Employment**

Implementation of the Clustered Land Use Alternative would result in less development and housing than the Proposed Land Use Diagram, but would still result in similar affordable and employee housing impacts as the Proposed Land Use Diagram.

### **Human Health/Risk of Upset**

Implementation of the Clustered Land Use Alternative would result in similar potential human health hazards as the Proposed Land Use Diagram associated with abandoned mine sites, use of hazardous materials conflicts with the Truckee-Tahoe Airport operations.

### **Transportation and Circulation**

Based on trip generation rates identified in Section 4.4 (Transportation and Circulation), this alternative would result in a 24 percent reduction in traffic volumes as compared to the Proposed Land Use Diagram. This reduction would avoid the need for widening State Route 267, Schaffer Mill Road and Northstar Drive to four lanes. However, anticipated deficient operation of intersections identified for the Proposed Land Use Diagram would also occur with this alternative.

### **Noise**

The Clustered Land Use Alternative would result in reduced traffic noise levels as compared to the Proposed Land Use Diagram associated with traffic volume reductions. This alternative would result in similar noise impacts associated with future stationary noise sources, construction noise and airport operation noise.

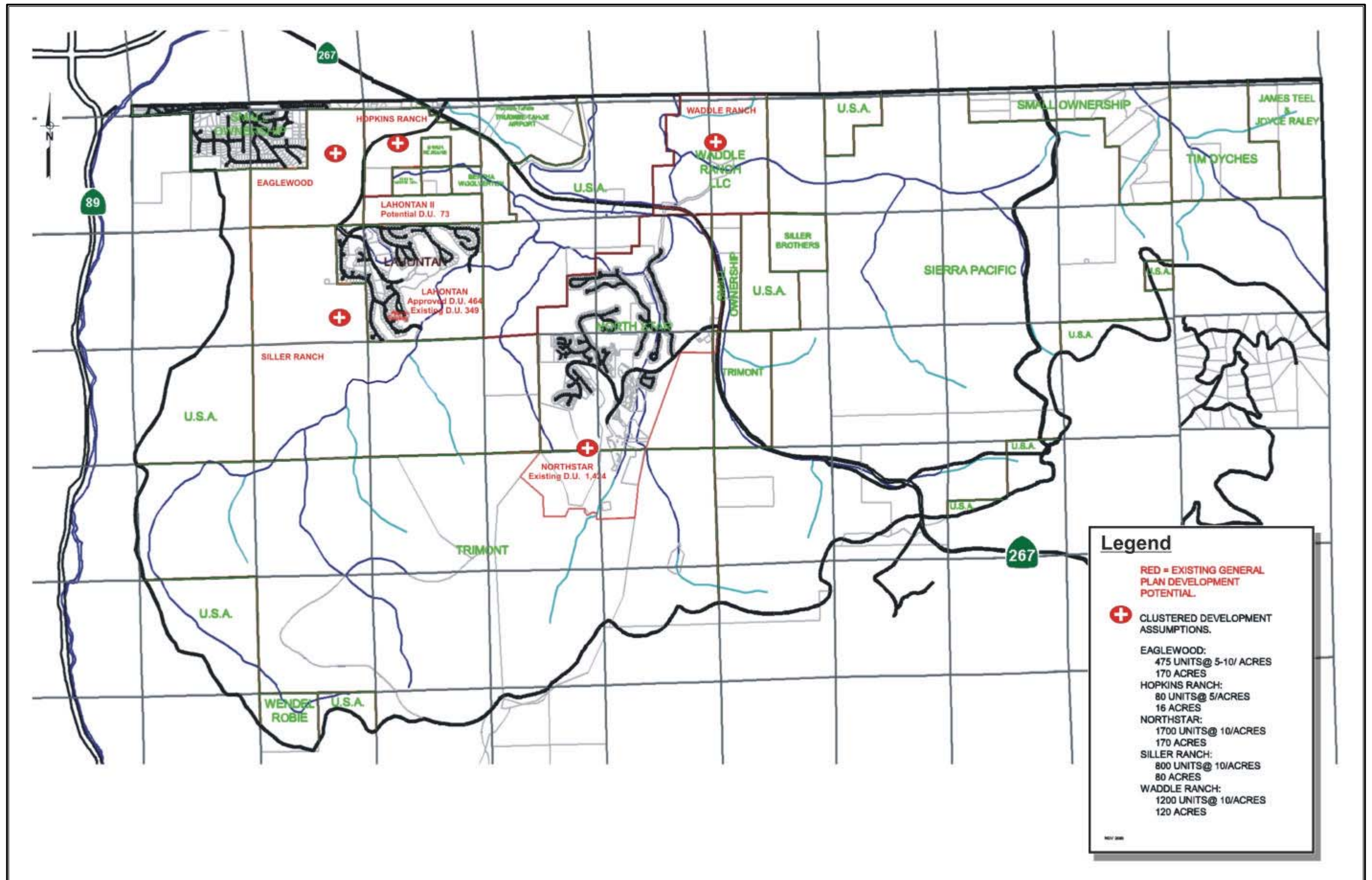
### **Air Quality**

The Clustered Land Use Alternative would result in reduced air pollutant emissions as compared to the Proposed Land Use Diagram associated with traffic volume reductions and reductions in development overall. However, this alternative would still result in similar air quality impacts associated with construction, regional emissions, and carbon monoxide issues.

### **Hydrology and Water Quality**

The Clustered Land Use Alternative would result in similar impacts associated with surface water quality (construction and operational impacts), groundwater quality, groundwater recharge, groundwater resources and supply (though this alternative would have a reduced water demand than the Proposed Land Use Diagram) and flooding as the Proposed Land Use Diagram. However, this alternative would involve less land disturbance than the Proposed Land Use Diagram, which would result in improvements surface water quality and flooding impacts.





### **Geology and Soils**

The Clustered Land Use Alternative would result in similar impacts associated with geologic stability, seismic hazards, soil erosion and avalanche hazards. However, this alternative would involve less land disturbance and development than the Proposed Land Use Diagram, which would result in reduced soil erosion impact potential.

### **Biological Resources**

The Clustered Land Use Alternative would result in similar impacts associated with special-status plant species loss, mountain yellow-legged frog, Lahontan cutthroat trout, nesting special-status bird species, raptors, and other migratory birds, special-status bat roosting habitat, special-status mammal species, loss of riparian habitat areas, loss of wetland areas, and conflicts with wildlife movement corridors. However, the Clustered Land Use Alternative would result in less disturbance and loss of vegetation communities than the Proposed Land Use Diagram.

### **Cultural and Paleontological Resources**

The Clustered Land Use Alternative would result in similar impacts associated with the potential loss and disturbance of prehistoric, historic and paleontological resources as the Proposed Land Use Diagram. However, this alternative would involve less land disturbance and development than the Proposed Land Use Diagram, which would result in reduced potential to impact these resources.

### **Public Services**

The Clustered Land Use Alternative would result in similar impacts associated with fire protection, law enforcement, public schools, water service, wastewater service, solid waste, electrical/natural gas/telephone services, parks and recreation, and roadway maintenance and snow removal as the Proposed Land Use Diagram. However, this alternative would have a reduced demand for these services given that the amount of development under the Clustered Land Use Alternative is less than the Proposed Land Use Diagram.

### **Visual Resources/Light and Glare**

The Clustered Land Use Alternative would result in similar impacts associated with alteration of the visual characteristics of the Plan area, daytime glare and nighttime lighting impacts. This alternative would involve less land disturbance and development than the Proposed Land Use Diagram, which would result in a general reduction of visual effects. However, the Clustered Land Use Alternative would result in the intensification of land uses on fewer acres (as compared to the Proposed Land Use Diagram), which could result in more several visual effects than the Proposed Land Use Diagram, depending on the ultimate configuration of the land uses.

## **6.5 REDUCED INTENSITY ALTERNATIVE**

### **CHARACTERISTICS**

The Reduced Intensity Alternative generally consists of reductions in designated residential, office, and commercial uses associated with the Alternative 2 Land Use Map. Specifically, the holding capacity would be reduced to 7,160 units, land areas designated Medium Density Residential, Low Density Residential, Forest Residential, Tourist/Resort Residential and Professional

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Office within the Eaglewood and Siller Ranch sites would be reduced and/or eliminated and a continuous open space corridor would be established along the identified western deer migration corridor shown in **Figure 4.9-5**. These alterations are shown in **Table 6.0-2** and **Figure 6.0-2**.

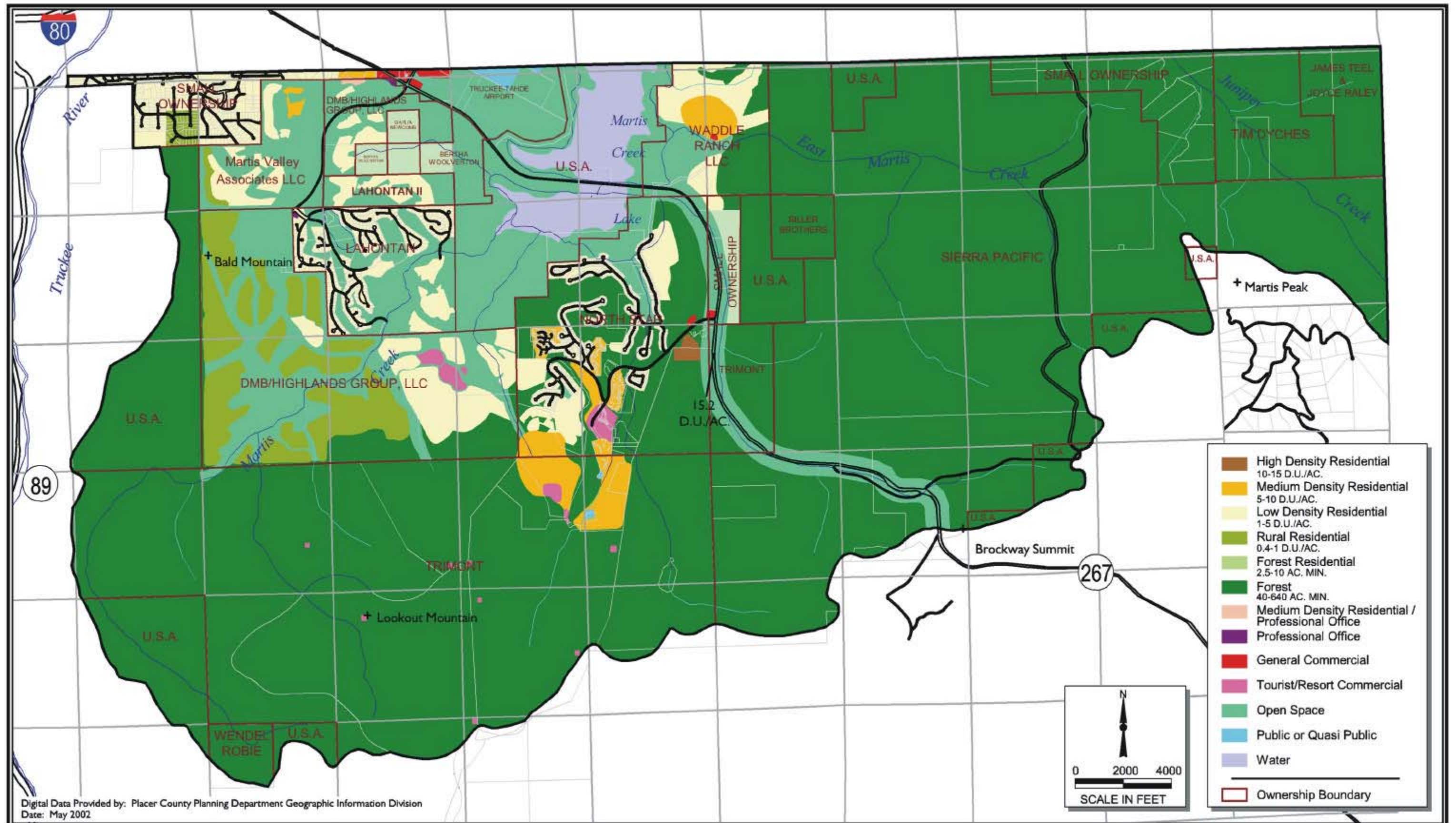
**TABLE 6.0-2**  
**REDUCED INTENSITY ALTERNATIVE**

LAND USE DESIGNATION	Acres
General Commercial	29
Forest (1 du/40ac except 10,000 acres of TPZ at 160 ac/du)	17,789
High Density Residential (10 – 15 du/ac)	18
Medium Density Residential (5 – 10 du/ac)	405
Low Density Residential (1 – 5 du/ac)	1,806
Rural Residential (0.4 – 1 du/ac)	795
Forest Residential (2.5 – 10 ac/du)	182
Public/Quasi Public	29
Professional Office	1
Tourist/Resort Commercial (15 du/ac) <sup>1</sup>	70
Water	509
Open Space	3,845
Adjusted Holding Capacity (dwelling units)	7,160

du: dwelling unit                      ac: acres

<sup>1</sup>: Except ski mountain commercial areas.





**COMPARATIVE IMPACTS****Land Use**

Implementation of the Reduced Intensity Alternative could result in conflicts with the Truckee-Tahoe Airport operations as well as with Federal Aviation Regulations (FAR) Part 77 and the Tahoe Truckee Airport Comprehensive Land Use Plan similar to the Proposed Land Use Diagram. This alternative would also result in reduced timberland conflict and conversion impacts as compared to the Proposed Land Use Diagram.

**Population, Housing and Employment**

Implementation of the Reduced Intensity Alternative would result in less development and housing than the Proposed Land Use Diagram, but would still result in similar affordable and employee housing impacts as the Proposed Land Use Diagram.

**Human Health/Risk of Upset**

Implementation of the Reduced Intensity Alternative would result in similar potential human health hazards as the Proposed Land Use Diagram associated with abandoned mine sites, use of hazardous materials conflicts with the Truckee-Tahoe Airport operations.

**Transportation and Circulation**

Based on trip generation rates identified in Section 4.4 (Transportation and Circulation), this alternative would result in a 22 percent reduction in traffic volumes as compared to the Proposed Land Use Diagram. This reduction would avoid the need for widening State Route 267, Schaffer Mill Road and Northstar Drive to four lanes. However, anticipated deficient operation of intersections identified for the Proposed Land Use Diagram would also occur with this alternative.

**Noise**

The Reduced Intensity Alternative would result in reduced traffic noise levels as compared to the Proposed Land Use Diagram associated with traffic volume reductions. This alternative would result in similar noise impacts associated with future stationary noise sources, construction noise and airport operation noise.

**Air Quality**

The Reduced Intensity Alternative would result in reduced air pollutant emissions as compared to the Proposed Land Use Diagram associated with traffic volume reductions and reductions in development overall. However, this alternative would still result in similar air quality impacts associated with construction, regional emissions, and carbon monoxide issues.

**Hydrology and Water Quality**

The Reduced Intensity Alternative would result in similar impacts associated with surface water quality (construction and operational impacts), groundwater quality, groundwater recharge, groundwater resources and supply (though this alternative would have a reduced water demand than the Proposed Land Use Diagram) and flooding as the Proposed Land Use

## **6.0 PROJECT ALTERNATIVES**

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Diagram. However, this alternative would involve less land disturbance than the Proposed Land Use Diagram, which would result in improvements surface water quality and flooding impacts.

### **Geology and Soils**

The Reduced Intensity Alternative would result in similar impacts associated with geologic stability, seismic hazards, soil erosion and avalanche hazards. However, this alternative would involve less land disturbance and development than the Proposed Land Use Diagram, which would result in reduced soil erosion impact potential.

### **Biological Resources**

The Reduced Intensity Alternative would result in similar impacts associated with special-status plant species loss, mountain yellow-legged frog, Lahontan cutthroat trout, nesting special-status bird species, raptors, and other migratory birds, special-status bat roosting habitat, special-status mammal species, loss of riparian habitat areas, and loss of wetland areas. However, the Reduced Intensity Alternative would result in less disturbance and loss of vegetation communities as well as minimize conflicts with wildlife movement as compared to the Proposed Land Use Diagram.

### **Cultural and Paleontological Resources**

The Reduced Intensity Alternative would result in similar impacts associated with the potential loss and disturbance of prehistoric, historic and paleontological resources as the Proposed Land Use Diagram. However, this alternative would involve less land disturbance and development than the Proposed Land Use Diagram, which would result in reduced potential to impact these resources.

### **Public Services**

The Reduced Intensity Alternative would result in similar impacts associated with fire protection, law enforcement, public schools, water service, wastewater service, solid waste, electrical/natural gas/telephone services, parks and recreation, and roadway maintenance and snow removal as the Proposed Land Use Diagram. However, this alternative would have a reduced demand for these services given that the amount of development under the Reduced Intensity Alternative is less than the Proposed Land Use Diagram.

### **Visual Resources/Light and Glare**

The Reduced Intensity Alternative would result in similar impacts associated with alteration of the visual characteristics of the Plan area, daytime glare and nighttime lighting impacts. This alternative would involve less land disturbance and development than the Proposed Land Use Diagram, which would result in a general reduction of visual effects.

## **6.6 CONCLUSIONS**

**Table 6.0-3**, on the following page, provides a summary of the potential impacts of the alternatives evaluated in this section, as compared with the potential impacts of the Proposed Land Use Diagram.

**TABLE 6.0-3  
COMPARISON OF ALTERNATIVES TO THE PROPOSED LAND USE DIAGRAM**

<b>Issue</b>	<b>No Project</b>	<b>Clustered Land Use</b>	<b>Reduced Intensity</b>
Land Use	S	B	B
Population/Housing/Employment	S	S	S
Human Health/Risk of Upset	W	S	S
Transportation and Circulation	W	B	B
Noise	W	B	B
Air Quality	W	B	B
Hydrology and Water Quality	W	B	B
Geology and Soils	W	B	B
Biological Resources	W	B	B
Cultural and Paleontological Resources	W	B	B
Public Services	W	B	B
Visual Resources/Light and Glare	W	S	B
B - Impacts better than those under proposed project S - Impacts the same as those under proposed project, or no better or worse W - Impacts worse than those under proposed project			

Based upon the evaluation described in this section, the Reduced Intensity Alternative is considered to be the environmentally superior alternative. This alternative was determined to have less adverse environmental impacts than the proposed project on most issues overall.